

Amendments to the claims:

Claims 1 – 16: Cancelled

17. (Currently Amended) A belt shaft retractor having a blocking system that is controlled in a vehicle sensitive and/or belt strap sensitive manner, ~~and also having a tensioning device, which acts on the belt shaft (12), for carrying out a reversible pretensioning of a vehicle occupant,~~ comprising:

a belt shaft (12);

a tensioning device that acts on the belt shaft (12) and is configured for carrying out a reversible pretensioning of a vehicle occupant;

a carrier shaft having a spiral toothing (19) that is not self-locking and that meshes with an external toothing (20) of the belt shaft (12), wherein said spiral toothing and said external toothing when meshed are not self locking;

a fixed counter-bearing (23), wherein said spiral toothing (19) is supported indirectly against said counter-bearing such that upon an occurrence of an axial loading of said spiral toothing (19) directed toward against said counter-bearing (23) due to a load acting upon said belt shaft (12) in a belt withdrawal direction, a rotation of said spiral toothing, for receiving a torque applied by said belt shaft (12) is prevented via a support force;

a friction-increasing component (25, 26, 28, 29, 30) disposed between said counter-bearing (23) and a first thread of said spiral toothing (19) for increasing a level of friction between said counter-bearing (23) and said first thread of said spiral toothing (19), such that upon a reversal in a direction of rotation of said carrier shaft, further movement[[.]] and thereby rotation[[.]] of the spiral toothing and carrier shaft is prevented; and

an electric motor (16) as a tensioner drive for the tensioning device, wherein said electric motor is adapted to be coupled to said belt shaft (12) via said spiral toothng (19), wherein said electric motor is adapted to act upon the [[a]] carrier shaft (18).

18. (Previously Presented) A safety belt retractor according to claim 17, wherein said spiral toothng (19) is coupled to a drive shaft (34) of said electric motor (16) via a miter-wheel gearing (17).

19. (Previously Presented) A safety belt retractor according to claim 18, wherein said miter-wheel gearing (17) is embodied as a crown wheel gear mechanism (17).

20. (Previously Presented) A safety belt retractor according to claim 18, wherein said spiral toothng (19) is formed on a carrier shaft (18), and wherein said carrier shaft (18) is connected to the miter-wheel gearing (17).

21. (Cancelled)

22. (Previously Presented) A safety belt retractor according to claim 17, wherein said friction-increasing component is a spacer disk (25) of a material having a non-linear coefficient of friction.

23. (Withdrawn) A safety belt retractor according to claim 17, wherein said friction-increasing component is a bearing disk (26) that deforms axially and elastically as load increases.

24. (Withdrawn) A safety belt retractor according to claim 17, wherein a surface of said counter-bearing (23) that faces said spiral toothng (19) is provided with a conical recess (27), and wherein disposed on said carrier shaft (18) is a

conical friction body (28) that has a corresponding shape and is made of an elastic material.

25. (Withdrawn) A safety belt retractor according to claim 17, wherein a compression spring (30) is disposed between said counter-bearing (23) and said spiral tooth ing (19), and wherein said carrier shaft (18) and said counter-bearing (23) are provided with latching structures (31) that interlock during an axial displacement of said carrier shaft (18).

26. (Withdrawn) A safety belt retractor according to claim 17, wherein said spiral tooth ing (19) is formed on a carrier shaft (18), and wherein an end face of said carrier shaft is supported against a shank (33) of a drive shaft (34) of said electric motor (16).

27. (Withdrawn) A safety belt retractor according to claim 17, wherein a crown wheel tooth ing of a crown wheel gear mechanism (17) that is effective between a drive shaft (34) of said electric motor (16) and a carrier shaft (18) on which is formed said spiral tooth ing (19) has a multi-stage configuration such that during an axial loading of said carrier shaft (18), a transmission of said crown wheel gear mechanism (17) changes.

28. (Currently Amended) A safety belt retractor according to claim 17, wherein said electric motor (16) ~~has is designed with~~ a performance range for applying a holding moment to aid in prevention of rotation of said spiral tooth ing (19).

29. (Previously Presented) A safety belt retractor according to claim 28, wherein said holding moment of said electric motor (16) is adjustable via a motor control as a function of load acting on said belt shaft (12) in a belt withdrawal direction.

30. (Currently Amended) A safety belt retractor according claim 20, wherein said spiral tooth ing is formed on an end of said carrier shaft (18), which carries said spiral tooth ing (19), on an end thereof opposite said miter-wheel gearing, wherein said carrier shaft is held in a first bearing (21), and wherein in a region between said spiral tooth ing (19) and said miter-wheel gearing (17) said carrier shaft (18) is mounted in a thrust bearing (22) that is surrounded by said fixed counter-bearing in the form of a bearing housing (23).

31. (Previously Presented) A safety belt retractor according to claim 30, wherein said thrust bearing is embodied as a cup-shaped bearing (22).

32. (Previously Presented) A safety belt retractor according to claim 30, wherein said bearing housing (23) forms said counter-bearing for said spiral tooth ing (19).